

VII. Recommendations

The recommendations listed below are based on the study findings as well as input received from the Bingham and Power County Transportation Coalitions, ITD Management Team, and members of the public.

1. Incorporate the recommended improvements described in Section VI. into future ITD STIPs.
2. Implement the recommended improvements as resources allow.
3. Obtain funding for the recommended improvements from all available existing and potential future funding sources.
4. Minimize the capital cost of transportation facilities, including the preservation of rights-of-way prior to project development.
5. Conduct more detailed feasibility and design studies as needed prior to implementation of the recommended improvements.
6. Implement the recommended improvements in a manner that avoids or minimizes:
 - Adverse impacts to the natural environment;
 - Land use displacements;
 - Impacts to historic, cultural, and institutional resources; and
 - Right-of-way needs.
7. Accommodate alternative mode improvements within roadway improvements whenever possible.
8. Avoid the installation of traffic signals in rural areas wherever possible.
9. Plan and control access to US-26 and SH-39 for both new and existing uses according to:
 - IDAPA 39.03.42, titled “Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way
 - Administrative Policy A-12-01, titled “State Highway Access Control”
 - “Access Management: Standards and Procedures for Highway Right-of-Way Encroachments”
10. Develop access management plans for US-26 and the portion of SH-39 extending from Pine Rd. to US-26. The plans should consist of a report and map establishing desired access outcomes that address both existing and potential future access problems. It should include detailed analyses of existing land use and traffic

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conditions, roadway geometrics, and site access that can be used for the development and evaluation of access alternatives.

11. Establish interagency agreements to coordinate land development and access management and define the roles and responsibilities of all involved agencies.
12. Construct pedestrian facilities where warranted at points of development such as rural communities or local businesses.
13. Consider impacts to the transportation system when reviewing land use plan amendments, rezones, and development proposals.
14. Update the corridor plan as conditions change or at least every five years.